

(ESTABLISHED 1881.)

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## Intimations.

**Bovril**  
is the best  
beverage:

because it not only stimulates, but tones-up and builds-up body and brain.

Added  
to gravies, hashes,  
stews, etc., **BOVRIL**  
makes them immense.

ly stronger, richer, and more palatable and nourishing.

JAPAN  COALS

**THE MITSUI BUSSAN KAISHA**  
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
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Karatani, Nagasaki, Kuchinotani, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.U. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannouruzaki,  
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yuzokibara and other Coals.  
563c] N. INUZUKA, Manager, Hongkong

THE DISTILLERS CO., LIMITED.

WHISKY.


GIN.	Per Doz. - \$16.50
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"OLD TOM" C.  
"DEW"

Per Doz. - \$9.00

SOLE AGENTS:  
H. PRICE & Co.


Hongkong, 26th January, 1903



AQUARIUS

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ESTD 1864 MINERAL WATER



SILENT WATER  
 TONIC WATER  
 GINGER ALE  
 LITHIA WATER

Telephone No. 75. All the Company's Waters are manufactured from TREBLE-DISTILLED water—nothing can be purer. Mere FILTRATION IS QUITE

INEFFECTUAL for destroying the worst organisms that water may contain.

SOLE AGENTS:  
**CALDBECK, MACGREGOR & Co.**

16, Queen's Road,  
Hongkong, 23rd June, 1963.

(ELGIN ROAD, KOWLOON.)  
CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM.  
DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.  
EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

**POOL AND BILLIARDS.**  
**ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.**  
**TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.**  
**JAS. D. M. CAMERON.**

Hongkong, 5th May, 1903. Manager. [5555]

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**MARLBOROUGH HOUSE,**  
NORTH-SOHO ROAD, SHANGHAI.

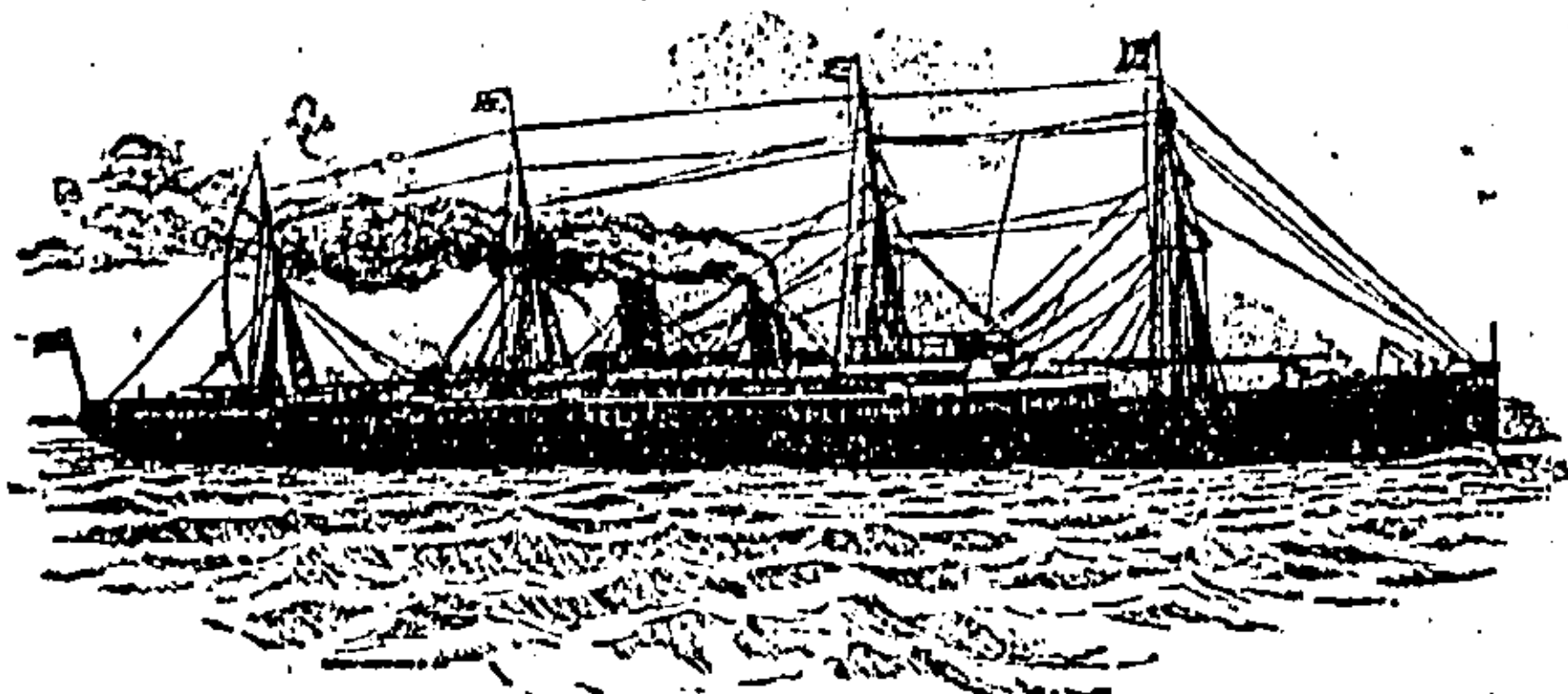
THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Shanghai, 6th June, 1965

100



U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"SIBERIA"	THURSDAY, 25th July, at Noon.
"AMERICA MARU"	TUESDAY, 21st July, at Noon.
"KUREA"	TUESDAY, 28th July, at Noon.
"GABLU"	TUESDAY, 4th August, at Noon.
"HONGKONG MARU"	FRIDAY, 14th August, at Noon.
"CHINA"	SATURDAY, 22nd August, at Noon.
"DOIC"	TUESDAY, 1st September, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLANDSEA, YOKOHAMA and HONOLULU, TO-MORROW, the 24th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point on route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 19th June, 1903.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) "EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 24th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
SUEVIA	HAVRE, BREMEN and HAMBURG.	1st July.	Freight.
NURNBERG	(Calling at SINGAPORE and COLOMBO).	15th July.	Freight.
WURZBURG	HAVRE and HAMBURG.	29th July.	Freight and Passengers.
BADENIA	(Calling at SINGAPORE and COLOMBO).	12th August.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 5th June, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,350 tons, Captain H. D. Jones.  
"HONAN" 2,350 " " " G. F. Morrison, R.N.R.  
"PAT" 2,350 " " " A. W. Dixon.  
"HANKOW" 2,350 " " " C. V. Lloyd.  
"KINSHAN" 2,350 " " " J. J. Lassus.  
Departures from HONGKONG to CANTON daily at about 7 A.M., 10 A.M. and 6 P.M. except Saturdays at 7 A.M. and 10 A.M. and Sundays at 6 P.M. only.  
Departures from CANTON to HONGKONG daily at about 8 A.M., 2 P.M. and 5.30 P.M. (Sundays excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.  
S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday  
Do. from Macao to Hongkong daily at about 7.30 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,119 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 563 tons, Captain R. D. Thomas.  
"SAINAM" 588 " " " B. Branch.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trip take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 9th May, 1903.

Intimations.

KEEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net (5.0) per Cask ex Factory.

In Bags of 250 lbs. Net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 13th May, 1903.

MACLEWEN, FRICKEL & CO.

have undertaken the Sole Agency in Hongkong for



A Pure LAGER BEER excellently Suitable for Hot Climates.

A Refreshing Beverage.

\$16.00 per case of 8 doz. pils.

or \$2.00 per doz.

3, Duddell Street, Hongkong.

18th June, 1903.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES

Hongkong, 14th May 1903.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pils.

Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 10th January, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

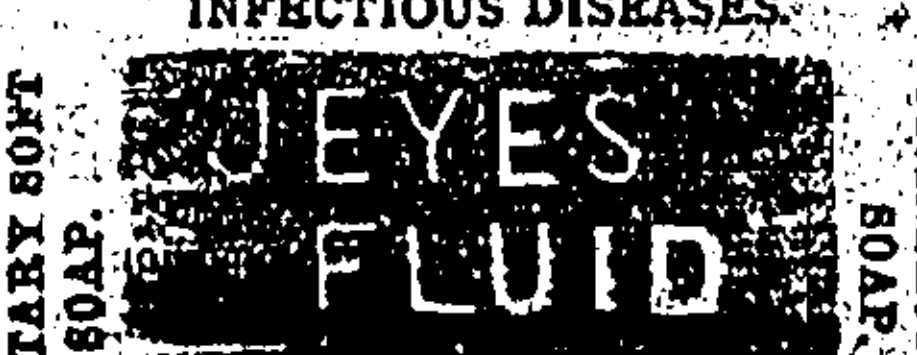
Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best "THREE YEARS" guarantee given to every purchaser.

20, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 370.

Telegram, "Dock, Yokohama," Codes A I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

JUST RECEIVED SHIPMENT

H. J. HEINZ & CO'S

CELEBRATED

PICKLES AND PRESERVES AND THEIR OTHER

57

"GOOD THINGS"

KNOWN ALL THE WORLD OVER.

UNEQUALLED FOR TASTE AND QUALITY.

HEINZ'S SWEET PICKLES  
HEINZ'S APPLE BUTTER  
HEINZ'S BAKED BEANS

TRY HEINZ'S AND YOU WILL HAVE NO OTHER.

CAN BE OBTAINED AT YOUR GROCERS.

DANG CHEE SON & CO.,

SOLE AGENTS, SOUTH CHINA

(Wholesale dealers only).

Hongkong, 4th May, 1903.

[553c]

HOTEL CRAIGIEBURN,

PRUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[1]

THE CONNAUGHT HOUSE, QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[133c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

REDUCTION IN PRICES OF SWISS MILK.

JUST LANDED EX. S.S. "CEYLON."

A FRESH Consignment of SWISS MILK, \$2.80 per Dozen Tins, 25 cents per Tin.

H. RUTTONJEE, No. 5, D'Aguiar Street, 37 & 38, Elgin Road, Kowloon.

Hongkong, 15th June, 1903.

CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華

IMPORTERS, EXPORTERS AND MANUFACTURERS.

THE COMPANY'S OFFICES are established at Nos. 20 and 21, CONNAUGHT ROAD opposite DOUGLAS PIER.

Hongkong, 1st May, 1903.

[543c]

MEE CHEUNG, PHOTOGRAPHER.

10, FLOOR OF ICE HOUSE, IN Ice House Road.

Now in a position, to his New and Complete Studio, to take as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS.

Speciality, a specialty, 2nd September, 1902.

[45]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.

No. 26, Connaught Road Central.

Hongkong, 9th February, 1903.

TSU FAN DENTIST.

PRICE MODERATE—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902.

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and the are warned against paying more than TEN CENTS (10cts.) per Single Copy.

THE MANAGER, Hongkong Telegraph Co., Ltd.

Hongkong, 14th January, 1903.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the aforesaid Company are prepared to accept First Class RISKS and CHINESE RISKS at

UKULEL RAILWAY.

SIEMSEN & CO.

Hongkong, 28th May, 1891.

[25]







# Entimations.



**A. S. WATSON & CO.,**  
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

	Per Case	Per Bottle
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARIVET	20.00	22.00
CHATEAU MOUTON		
D'ARMAILHAC	24.00	26.00
CHATEAU PONTET		
CANET	28.00	—
CHATEAU LA TOUR		
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

CHATEAU LA TOUR CARNET,  
CHATEAU RAUZAN AND  
CHATEAU LAFITE

are recommended to the notice of Connoisseurs as high-class after-dinner wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

**A. S. WATSON & Co.,**  
LIMITED.

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.  
CABLE ADDRESS: "ACHEE," HONGKONG.  
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

## A CHEE & CO.,

祥利廣

17A, QUEEN'S ROAD.

## FURNITURE DEALERS.

DRAWING-ROOM,  
DINING-ROOM,  
and BED-ROOM  
FURNITURE.  
ELECTRO-PLATED,  
GLASS, and  
CHINA WARES.  
PASTEUR'S MICROBE-PROOF  
FILTERS,  
ROCHESTER LAMPS,  
WHITE TURKISH TOWELS,  
COUNTERPANES,  
COOKING RANGES,  
KITCHEN UTENSILS, and  
HOUSEHOLD REQUISITES.

## PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING  
UNDERTAKEN for AMATEURS.  
GOOD WORK.  
PROMPT RETURN.  
Hongkong, 8th July, 1902. [28d]

## CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND  
SHIPBUILDERS,  
SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903. [355c]

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

### NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

REVENUE—\$10 per annum.

REVENUE—\$10 per annum.

The rates per quarter and per annum, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

### MARRIAGE.

On the 13th instant, at St. Andrew's Cathedral, Singapore, by the Rev. Griffiths Evans, acting Colonial Chaplain, HENRY WORTLEY NOON of Manchester to ANNIE KATHERINE CORNHILL of the Larches, Lytham, Lancashire.

### DEATH.

At Fa-cek Utara, Johore Bahru, on June 15th, Dato WILLIAM HOE, D.M.P., of the Johore Government Service. Aged 64.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JUNE 23, 1903.

### LOCAL AND GENERAL.

THE adjourned Criminal Sessions fixed for Thursday next will not be held until Monday, the 29th inst., at 10.30 a.m.

CAPT. and Mrs. Arbuthnot arrived in Hongkong last evening after a very pleasant honeymoon spent at Macao and on the West River.

We shall have a Souvenir Day, soon but you will have to pay us a personal visit as no chits will go. LeMunyon.—Advt.

A GRAND Chinese dragon procession is being organized to place take at Macao on the 20th of next month and the two following days.

CAPT. R. H. Keller, who is Adjutant of the 1st Battalion Sherwood Foresters (Derbyshire Regt.) and has been visiting Borneo lately, has been recalled by wire to Hongkong.

A PARCEL addressed to a Bangkok resident was posted in London on the 30th November, 1891. It was delivered to the addressee on the 11th June, 1903. Nine years is not bad time from London to Bangkok. The parcel bears the London but no other post mark.

ALTHOUGH cholera is still prevalent in the Philippines the latest report to hand is very favourable only 23 cases and 18 deaths being notified. In Manila the figures are most encouraging to those whose energies are devoted to stamping out the scourge.

SINGAPORE mortality returns show a death-rate of 32.64 per mille for the week ended June 6, the death-rate for May being 62.56. The number of the deaths in the week was 245, fever 54, cholera one. In May there were 137 from cholera and one from plague (at the Quarantine Station).

THE New York dailies publish leading articles to the effect that Russia has openly threatened to seize Tibet and Korea. As Tibet is a dependency of China, and Korea an independent monarchy, under the influence of Japan, the Bear's paw is seen to be particularly wide open.

IT is reported that the Hamburg-America line has under contemplation the inauguration of an Indian service. The Indian services to include Calcutta and some of the coast ports, and it is probable that the vessels of the new service will call at Colombo both on the outward and homeward voyages.

WRITING on General Kuropatkin's visit, the *Japan Times* says: "All the journals are agreed on two points. One is that General Kuropatkin has not been sent on any political mission. The other point is that his visit will probably be productive nevertheless of some beneficial results in the way of removal of mutual misunderstanding between the two nations."

WE have received samples of a very excellent beer from Messrs. MacEwen, Frickel & Co. of Duddell Street and can highly recommend it to the notice of our readers. The Japanese are improving rapidly in every branch of trade they take up and in this beer we have a capital example verified. Kabuto iced is about the most delicious Lager we have tried and comes opportunely as a summer thirst-quencher. The price is remarkably moderate.

A HANKOW dispatch to the *N. C. D. News* reports that on the 10th instant a large portion of the district of Mach'eng, Hupeh province, was suddenly inundated by the rising of the river there, resulting in the flooding of over 100,000 mow of cultivated land. Thousands of families have accordingly lost their all, but it is not yet known how many lives have been lost. Sung'yu, in Mach'eng district, it will, perhaps, be remembered, was the scene of the murder of two Swedish missionaries by a mob in July, 1893.

THE utility of the lascar in the tropics is undeniable, and in the wave of Imperialism which is passing over the country it is not surprising that even so stern an opponent to their employment as Mr. Havelock Wilson should prefer them to foreigners. We are not, however, concerned with the political aspect of the question, says *Indian Engineering*. From a mere utilitarian point of view the lascar is a valuable asset in eastern seas as the P. and O. and B. & S. N. companies have proved from long experience.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

LeMunyon will have another grand opening Day and a Souvenir day as well; watch the date.—Advt.

THE three men charged with the murder of a sub-marine miner with whom they had quarrelled have been committed for trial at the next Criminal Sessions.

THOSE of our readers interested in the tests of the Belleville boilers should turn to the third page for an article dealing with the achievements of the *Europa*, which recently left Hongkong.

THE Siberian route for the homeward mails has now received the imprimatur of the Banks, who have decided that Friday is to be the weekly mail-day in future, and who will no longer dispatch the mails for Europe by sea.—N. C. D. News.

A DISPATCH from Tientsin to the *Shanghai Times* says there is a general feeling here among the Chinese that the presence of the American fleet in North China waters and Admiral Evans' audience with the Empress Dowager have deep significance.

THEATRE-GOERS who remember Harry Hall, once with the Willard Co. and afterwards with the Pollards, will be interested to hear that he is now in Natal with a juvenile opera company of his own, and contemplates coming to the Far East in the course of the next few months.

A BOY of four years of age, who used to do a little coolie 'pidgeon' at the Supreme Court upset a bowl of boiling liquid at his home in Wellington Street last evening, but his father did not remove him to hospital until this morning and the unfortunate lad died shortly after admittance.

THE *Shanghai Times* reports that during a recent audience, His Excellency Chang Chih Tung strongly advised that China enter into an alliance with Great Britain and Japan. It is reported at Peking that before Mr. Pokotilow left for Russia, on 7th instant, he had concluded a secret convention with Prince Ching.

Now look out for LeMunyon's new store adv. It is a beauty.—Advt.

THE *Shanghai Times* understands that the Chinese postal officials have filed a protest against delivering to outports letters from the United States having the two cent stamps of that country on them except as short paid letters. The matter has been referred to the Peking authorities. If China was a member of the postal union—which she is not—there might be some valid reason for the protest.

WHILE proceeding along the Shaikwan Road the other evening a ricksha coolie had a nasty experience in the vicinity of the Metropole Hotel. A native sprang out from the thick bushes at the side of the road and struck him from behind with a bamboo pole knocking him to the ground. He then relieved him of his purse containing \$1.20 and bolted. The coolie gave information to the police at Shaikwan and a Chinese detective succeeded in arresting a man whom the coolie was able to identify in a group of eight. He will be taken before the Magistrate and charged.

A PETITION asking that a receiver be appointed for the shipbuilding trust has caused great excitement on Wall Street, says a cable of 15th inst. Stocks have gone tumbling down and the wildest excitement prevails on "Change." It is not understood why a receiver should be needed for the gigantic corporation as all published reports of the combine have been flattering in the extreme and the stockholders of the concern are all wealthy men. It cannot be ascertained whether the recent actions in the federal courts against "trusts" have anything to do with the matter or not.

THE senior partner of the well known shipbuilding firm of Scott & Co., Greenock, namely, John Scott of Lawhill, and Garvel Park, died on May 19. John Scott was the third generation of those who were partners in the above firm. The original firm was Scott Sinclair & Co. who in the forties built the warship *Greenock*. They were the builders also of the *Aqueduct* and *Ajax* of Holt's line, the pioneer vessels, which came here round the Cape of Good Hope. The brother of the deceased is Mr. James Henry Scott, senior partner of the firm of Butterfield & Swire, Hongkong.

Don't forget the chits for they will not go. LeMunyon.—Advt.

MR. Chun Seen Chan, who has been tendered the position of instructor in Cantonese in the Oriental department of the University of California, vice Dr. Walter Nong Fong, resigned, is eminently qualified to fill that important position and it is anticipated that he will accept the offer. Mr. Chun was born in Canton twenty-six years ago and received his early education in the private schools of Canton, where he studied for more than fourteen years. He gained his intimate knowledge of the English language in Hongkong, where he studied under private tutors, and afterward attended an English college.

THE new Mint has paved the way to the adoption of an improvement in minting in Siam, the need of which has long been recognised. In fact, it is a considerable time since it was first announced that arrangements were under consideration for coining from bar silver. Now, however, the matter has advanced a stage beyond prophecy. The Bangkok *Times* understands that a large purchase of bar silver has been made in London, and that an expert assayer has been engaged. At some not too distant date, therefore, the old system of manufacturing the silver coins of the country from dollars will come to an end.

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Four floors freshly painted and tinted and in first class condition to rent. Inquire at C. E. LeMunyon, New Store, 31, Des Vaux Road. P. O. Box 368.—Advt.

THE evidence which led to the imprisonment of a house boy charged with stealing a silver watch, the property of Lieut. Gibson, of the Sherwood Foresters, was of a flimsy character. Owing to an outbreak of plague the prosecutor had not been living in barracks, and on Sunday Capt. Green informed him of a theft from their quarters. Inquiries were made and the watch was found to be missing. Private Kent deposited to having peeped through a key hole and seeing the house boy playing with a silver watch. Sergt. Sullivan asked that the case might be adjourned so that an effort would be made to trace the watch, but this Mr. Kemp refused and sent defendant to prison for a month. Mr. Goldring defended.

CAPTAIN Schultzen of the *Taichow* which called in here last week from Hongkong for a surplus cargo of rattans and cocoons (says the British North Borneo *Herald* of 1st inst.) shot an enormous crocodile some distance beyond the race course. The brute's head is said to have measured 28 inches and reckoning by the rule that "for every inch of head a foot of body" this gigantic saurian must have measured 28 feet (ugh!!!). While not unimpressive of and her saying that may be applied in this case "for every foot of yam count an inch of truth" still we believe that there is some foundation for this particular statement and that witnesses can be found who are quite prepared to corroborate it. Inside the brute's stomach was found quite a collection of indigestible bits such as buffalo's hair, turtle plates, a bracelet, a buffalo nose ring, and numerous stones. The beast was evidently of great age.

### CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

### BROKERS AND BROKERAGE.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR.—Once again the subject of Hongkong sharebrokers and their brokerages claims public attention, and this time at the initiative of no less a body than the general committee of the Hongkong General Chamber of Commerce. According to your paper the action of the Committee was prompted by a letter originated from a member of the Chamber. It is legitimate matter of comment that while the minutes of discussion by the Committee that took place on the subject of the letter and the correspondence that passed between the Chamber of Commerce and the Honorary Secretary of the Stockbrokers' Association have been published in extenso, the same publicity was not given to the letter itself on the basis of which the Committee of the Chamber felt justified in making representations against the established practice of a profession the custom and tariffs of whose members are regulated by recognized rules and regulations. It would have been more to the purpose had the letter complaining of the long-established tariff of brokerages been published in the first instance. However, discussing the subject in the dark as to the identity of the originator of this latest piece of meddling interference, I must say as a wholly disinterested in the issue involved, the Committee of the Chamber does not exhibit much taste in yielding to the promptings of a single individual in the letters they have addressed to the Stockbrokers' Association. Turning to the annual volume of generally valuable correspondence issued with the imprimatur of the Chamber, I find that for ever so many years back, the tariff of the Stockbrokers' Association is included among the list of recognized scale of brokerages. That it is so included in the official publication must be accepted as testimony that the rates there set out as chargeable for broker's commission have been recognized by the Chamber and the public who are concerned with them. In principle and in practice the scale has worked to the satisfaction of all parties concerned with just those proverbial exceptions to establish the rule.

The sore point with the complaining ones appears to be that in charging both buyer and seller in a transaction no broker can act impartially. Therefore, to meet the evil the seller only is called upon to pay. This fallacious argument is sufficiently met by the answer of the standing committee of the Association who point out that greater impartiality could only be obtained when both the buyer and seller pay equally between them. When payment is made by both parties the broker's obligation is to them alike. No one who is at all familiar with the transactions in the Stock Exchange in Hongkong will grieve the fact that a man who buys a certain scrip one day is the seller the next. Although, theoretically, they are distinct entities in practice there is not much to differentiate between a buyer and seller with the local conditions of the share market.

Why then the sharebrokers should be made the target of the system complained of I cannot understand. Payment is made by buyer as well as seller to brokers in property transactions, and yet no voice is raised against land and estate brokers. It must be admitted that brokerage, like all other remunerations, is a matter entirely for arrangement between the principal and the man he employs who in the specific transaction represents very much the position of a servant whose payment is determined with the master by contract.

I hold no brief for brokers. Nor am I a member of that fraternity. By virtue, however, of my intimate and extensive acquaintance with the members of the Association I do not hesitate to add my testimony to any that, speaking of them as a body, they are labourers of the community who are "worth their hire."—Yours faithfully,

SHARE DABBLER.

Hongkong, 23d June, 1903.

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## THE SALVING OF THE "PUTANI MARU."

### ACTION IN COURT.

The Chief Justice, Sir W. M. Goodman, took his seat at the Supreme Court this morning for the first time since his return from leave and heard a counter-claim brought in connection with the suit, *Hong Fung Kung Sze v. Tung Kow*, instituted for the recovery of \$1,339.21, being principal and interest due on a promissory note. The original action was heard, recently and given in favour of plaintiffs, but execution was stayed pending the hearing of the counter-claim brought by defendant to recover the sum of \$6,089.39 damages, and \$137 money paid. The hearing of this counter-claim was commenced this morning when Mr. M. W. Wade, instructed by Mr. C. E. H. Beavis, of Messrs. Wilkison & Grist, appeared for Tang Kow, and Mr. T. Morgan Phillips, instructed by Mr. J. Hays, of Messrs. Johnson, Stokes and Master, represented Hanz Fung Kung Sze.

According to the counter-claim, the defendant is an engineer residing at Yau-mat, while plaintiff are merchants and Californian goods dealers carrying on business at 211 Des Vaux Road. On the 4th February, 1901, the defendant chartered from the plaintiffs the lorch *Shun Wo Tung* for a period of three months, at the rate of \$1,550 per month, payable in advance, to proceed on a voyage from Hongkong to Mindoro, an island in the Philippines, and load a cargo of water damaged goods and bring it to Hongkong. The charter party was in writing, and was made between the defendant and Zu Yeung, the master of the lorch, on behalf of plaintiffs, the owners. The goods were the cargo of the steamship *Putani Maru*, which had been wrecked on or near Mindoro, and the lorch was intended to be used in salvage operations. On or about the 4th February of that year the defendant paid to the plaintiffs the sum of \$1,550, the charter money for the first month of the charter, and loaded salvage apparatus, valued at \$4,039.39 aboard. On the 9th of that month the lorch sailed from Hongkong; and three days later was wrecked by reason of the ordinary perils of navigation, before arriving at Mindoro. The salvage apparatus was totally lost; and by reason of the non-fulfilment by the plaintiffs of the charter party the cost to the defendant of carrying out the salvage operations was increased by \$1,850 in addition to the cost of new apparatus to replace that which was lost. The \$1,850 comprised \$1,550 charter money paid to the plaintiffs, and \$300 extra expenses, such as provisions for crew, etc., while at Manila, in consequence of the loss of the lorch. By reason of non-fulfilment of the charter party delay of over one month was caused in the commencement of the salvage operations, the cargo deteriorated and defendant suffered damage to the amount of \$200. On the 7th February, defendant paid on behalf of the plaintiffs \$32 cost of fumigating the lorch and on or about the 21st February \$100 for the passage of the crew from Manila to Hongkong.

In the defence to the counter-claim it was stated that plaintiffs admitted receiving from the defendant, on or about the 4th February, 1901, \$1,550 as charter money, and that the lorch was wrecked by "perils of the sea." They had no knowledge of salvage operations and denied liability in regard thereto or in connection with the \$300, extra expenses, or the \$100 claimed as damages in relation to the deterioration of goods. As to the \$32 and \$100 the plaintiffs paid into Court \$137 and stated that the amount was sufficient to satisfy the defendant's counterclaim.

Counsel proceeded to argue the points arising, and his Lordship eventually adjourned the case *sine die*.

### MR. BASIL TAYLOR MARRIED.

Mr. Basil Taylor, the popular assistant harbour master of Hongkong, took a trip to Manila a few weeks since and returned yesterday on the *Zafra* which also brought the following interesting item of news in a copy of the *Times* of the 7th inst.—Mr. Basil Taylor of Hongkong and Mrs. Cleodennin were wedded at St. Stephen's Episcopal Church this morning in the presence of a large gathering of friends, largely made up of the Army set. Bishop Brent performed the ceremony and nine was the hour at which it occurred. Lieut. Colonel Osgood, father of Mrs. Cleodennin, escorted the bride to the chancel and gave her into the keeping of her husband. Mr. S. C. Gray of Hongkong, a close friend of the groom, was best man and a number of officers acted as ushers. After the ceremony the bridal party drove to the Oriente Hotel, where a wedding breakfast was served. A driving rainstorm made a river of Calle Nueva in front of the church and while it was fatal to frocks the wedding party did not lose its good humour and bravely paddled through the rain.

Mr. and Mrs. Taylor leave at once for Hongkong, where they are to make their home. Mr. Taylor is in the colonial service and one of the best known and most popular men in the colony.

### THE MANILA STREET RAILWAY.

This railway will, shortly assume a very material aspect. The first party of engineers, forerunners of the force which is to follow, arrived by the *Rubi Maru* yesterday. The railway is to be constructed by the Swift-Westinghouse Company of Pittsburg, and it is asserted that 16 miles of track will be laid and cars in operation thereon in less than 18 months. A Filipino of local importance has contracted to furnish one thousand native labourers for construction work, and local exploiters are watching with interest the outcome of the movement. One thousand Filipinos hard at work with a pick, actually perspiring in the sun, will constitute a novel spectacle in Manila, and will be an event of historical importance. For the

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Filipino is a chronic loafer, succeeding to that happy state by heredity; and if a thousand of this idle host can be prevailed upon to wield the pick and shovel as expected, the greatest local reform ever accomplished by government or private agency will have come to pass. The coming of this modern means of transport will be god-sent to Manila, says a correspondent in the *N. C. D. News*. Exorbitant cab fares and fabulous horse-flesh values must alike soon suffer a tumble.

### THE BHAMO-YUNNAN ROUTE.

The decision of the Calcutta Government to refund the import duty on goods forwarded to China, via Bhamo, will, an English paper thinks, probably have a more stimulating effect on Burmo-Chinese commerce that would have been produced by the completion of the abandoned railway to Kunlong Ferry. Not only is the Bhamo route more direct and shorter, but the natural difficulties are said to be less serious. It counts for much, too, that this road has been in use from time immemorial, whereas the more southerly has never carried any considerable volume of trade. Moreover, the Irrawaddy furnishes a water transport for heavy merchandise the whole way to Mandalay, and right on to the maritime littoral, an advantage not possessed by the alternative route. But Lord Curzon is well advised, the same paper thinks, to free frontier trade from fiscal trammels, so far as lies in his power; transport must always be extremely costly, while the Chinese local authorities are certain to levy akin dues of a more or less exorbitant nature on both exports and imports. Happily, the Anglo-Chinese agreement of February, 1897, established a British wedge of territory into Yunnan for some distance beyond the previous boundary, and there will be all the less distance, therefore, for trade to travel without oppressive taxation. It now remains to be seen whether, under these improved conditions, commerce between Western China and Burma will expand sufficiently to fulfil the glowing anticipations of the optimist school.

### PHILIPPINE CURRENCY.

The final estimates for the new Insular coinage have reached Manila, says an exchange. In a letter to the Civil Governor the Chief of the Bureau of Insular Affairs at Washington makes the following estimates of the probable needs of the new system as laid down by the Mint Bureau, Washington:

10 Centavo coins 3,000,000 pesos or 6,000,000 pieces.  
20 Centavo coins 3,000,000 pesos or 15,000,000 pieces.  
10 Centavo coins 4,000,000 pesos or 40,000,000 pieces.  
5 Centavo coins 3,000,000 pesos or 60,000,000 pieces.  
1 Centavo coins 2,500,000 pesos or 250,000,000 pieces.  
½ Centavo coins 2,500,000 pesos or 500,000,000 pieces.

Of the 18,000,000 pesos worth of such coins covered by this estimate, one-third of the quantity of each denomination will be finished immediately. The transport *Logan* which sailed from San Francisco on the first, and is due in Manila on the 28th inst., is bringing \$2,000,000 in pesos. Nearly \$6,000,000 has been shipped from New York.

The following telegram concerning the departure of the new money was received by the Civil Governor from the Treasury department at Washington:

"June 12.—Two million pesos should arrive on first transportation *Logan*. Shipment was made from New York, May 25, *Arcturion*; June 9, subsidiary coinage; June 10, steamship *Shimosa* 3,391,750 pesos; s.s. *Verona*, minor coins."

### THE PLAGUE.

During the twenty-four hours ended at noon to-day 8 further cases of bubonic plague, making, according to the official return, 1,252 since January 1st, were reported. It must be noted that of the eight cases the s.s. *Baltic* contributes two of her crew of East Indians who are classified as "Portuguese" in the Sanitary Board return. The third case to-day from the harbour is that of an Indian of unknown address. The Chinese cases, five in number, were all fatal. One was found in Bulkeley Street; one on the foreshore in Yau-mat; one in Connaught Road Central opposite the Yau-mat wharf, and the fourth near the wharf of the s.s. *Wing Chai*. The fifth case (Chinese) was reported dead from No. 95 Station Street South, Yau-mat.

### SHIPPING AND MAILS.

#### MAILS DUE.

German (*Hamburg*) to-morrow.

Indian (*Lahore*) 29th inst.

French (*Polynesien*) 29th inst.

American (*Coptic*) 30th inst.

Canadian (*Tartar*) 1st prox.

Canadian (*Empress of Japan*) 6th prox.

The C. P. R. Co.'s s.s. *Athenian* arrived at Vancouver at 3.30 p.m., 21st inst.

The I. C. S. N. s.s. *Linsang* from Calcutta and the Straits left Singapore for this port on 22nd inst., p.m.

The C. N. Co.'s s.s. *Nanchang* left Tientsin for this port on 20th inst., and is expected to arrive here on 26th inst.

The N. Y. K. s.s. *Kawachi Maru* (European Line) left Shanghai for this port on 22nd inst., p.m., and is expected to arrive here on 25th inst.

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## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

Governor Wong Chih Ch'un AT CANTON.

(From Our Correspondent.)

CANTON, 23rd June, 10.40 a.m.  
H.E. Wong Chih Ch'un, Governor of Kwangsi Province, arrived here at ten o'clock this morning on the S.S. Nanning for the purpose of paying his respects to the new Viceroy of the Two Kwang, and to make a report on the rebellion in Kwangsi. H.E. Tsien Ch'un-hsueh is making full investigations into the position of affairs in the disturbed area, and evidently intends making a very determined effort to quell the rising.

(Reuter's.)

## Obituary.

LONDON, 21st June.

The death of Cardinal Vaughan is announced.

[The deceased Cardinal was born at Gloucester, April 15th, 1832, and received his education at Stonyhurst College, Lancashire, on the Continent, and in Rome, where he entered the Accademia dei Nobili Ecclesiastici. He was ordained a priest at Leccia, Oct. 28, 1854, and, returning to England, joined the Oblates of St. Charles, a congregation of secular priests founded at Bayswater by the late Cardinal Manning. From the Oblates he was sent to St. Edmund's College, near Ware, of which he was Vice-President until 1862. He went in 1863 to America in order to gather funds for founding a Missionary College. In 1869 he founded, and was until his death President-General of, St. Joseph's Foreign Missionary College, Mill Hill, Middlesex, and towards the close of the year 1871 accompanied to Maryland the first detachment of priests who were sent from this institution on a special mission to the coloured population of the United States. On the death of Bishop Turner he was elected Bishop of Salford and consecrated in his cathedral by the Cardinal Archbishop of Westminster, Oct. 28, 1872. At Salford he published a series of pastoral letters, and has since identified himself prominently with the crusade against intemperance, with rescue work among children, and the cause of commercial education, in the interests of which he built St. Bede's College. On March 20, 1892, he was elected by the Pope, and on the recommendation of the Propaganda, to the See of Westminster, left vacant by the death of Cardinal Manning. On May 12 he took possession of his See and received the pallium on Aug. 16. He was summoned to Rome in Jan. 1893, to be created a Cardinal, and was received with great distinction during his stay. Cardinal Vaughan, who acquired a considerable reputation as a preacher, published a large number of pamphlets and letters concerning educational, social, and religious questions, and was the proprietor of the Tablet newspaper and of the Dublin Review. A speech of his, in which he dwelt upon the validity of Anglican Orders, led to a long controversy in the Times and other papers during the autumn of 1894 and recently his name was prominently before the public in connection with the Coronation oath. The deceased Cardinal as head of the Roman Catholic Church in England had charge of fifteen Episcopal Sees.—ED., H.K.T.]

## Great Britain and Serbia.

The British Minister at Belgrade has been recalled and a consul left in charge.

LATER.

## Serbia and the Powers.

There are indications that the Serbian Government is becoming uneasy at the attitude of the Powers; the Serbian Foreign Minister declares that the Government is not concerned in the murders; is only fulfilling a patriotic duty in taking up office and that it is admittedly difficult to punish the murderers owing to the power of the army which could depose the King or overthrow the Government.

## The Situation in Somaliland.

Despatches from General Manning dated 15th June have reached Damot, where all was well although the town was closely watched by the enemy. Col. Cobbe and General Manning were due at Damot on the 21st instant.

## THE CHINA COMMERCIAL COMPANY.

The S.S. *Atoll*, the first of the new China Commercial Company's line to leave Hongkong, arrived at San Francisco on the 22nd ult., 51 days from Hongkong, 37 days from Kobe and 5 days from Manzanillo, with a cargo of 1,716 tons of freight consisting principally of 11,000 rolls of matting and 100,000 mats of rice. From Hongkong to Manzanillo the *Atoll* carried 407 Chinese labourers, who will be employed on the Mexican Central Railroad out of Colima. Several thousand more Chinese are to be taken to Frisco for the work, the next steamer of the line the *Ching Ho*, having 825 on board. Only about eight days of the *Atoll's* trip from China were favourable for sailing, storms and a rough sea being common. On the way up the coast it was impossible for the huge freighter to hold to her course, owing to the strong north-west gales, which continued until Point Conception was passed. At Manzanillo the Mexican terminus of the line, thousands of people came from inland points to see the *Atoll*.

ASK for ASAHI JAPANESE BEER—G. Girault.

## OPINIONS FROM A HIGH SOURCE ON AFFAIRS IN THE FAR EAST.

Writing to the *Pa-i Maf Gazette*, Mr. F. Coleman says:—Many men of many minds have expressed themselves in one way and another concerning the question of the Russian aggrandisement in Manchuria. Most men who may be described as well-informed have accepted the plainly evident fact that Russia has come to Manchuria to stay. Few, however, have laid stress upon the benefits which any one part of the world except Russia might derive from this move on the part of the Russian Government. I have had the pleasure of hearing of a few opinions from a very high diplomatic source—so high, indeed, that it would be impossible to divulge just what that source is—which, to say the least, deal with the Manchurian subject in a most broad-minded manner. Let the reader be inclined to think the views expressed were in themselves indicative of their source. I may say that the diplomat in question is not a Russian, though his knowledge of the trend of affairs in St. Petersburg is almost as great as if he were a Minister of the Tsar in the Russian capital.

"The first real tangible evidence of a desire on the part of Russia to absorb Manchuria," began my informant, "was found in Russia's action at the close of the Sino-Japanese war. At that time Russia warned Japan away, for the plain and simple reason that Russia wanted Manchuria for herself."

"It is necessary to know something of the men who have been responsible for the policy of Russia of late years to thoroughly understand Russia's movements in the Far East. Although the Manchurian question naturally comes under the department of the Minister of Foreign Affairs in Russia, it is allied with the expenditure and investment of so much capital that the Minister of Finance considers it within his province. When Prince Lobanoff was Minister of Foreign Affairs, Mr. Witte found no difficulty in securing steadfast adherence to his policy, and Mr. Witte's policy is to move slowly and without ostentation, avoiding all friction and veiling the ultimate object of his policy to the utmost degree possible."

"With the decease of Prince Lobanoff and the advent into the Foreign Office of Count Mouraviev, his successor, matters assumed a different aspect. Count Mouraviev was a strong man with a policy of his own. He believed in overt acts. It was due to his influence that Port Arthur was obtained for Russia. His policy can directly counter to that of Mr. Witte, but he was strong enough not only to formulate his own policy, but to put it into execution. When Count Mouraviev died he was succeeded by Count Lamsdorf, the present Minister. Under him something of Mouraviev's policy was decided upon, as is evidenced by Plancon's recent demand in Peking which originated, it is said, with Admiral Alexieff, but was sanctioned by Lamsdorf."

"This move was made without Mr. Witte being consulted. No one connected with it dreamed of arousing an outcry in America. That outcry and the protest of the United States Government were what told Witte what had been done. He forced Lamsdorf straightway to deny that the demands had ever been presented. Thus it can be seen that Witte has as much influence with Lamsdorf as he had with Lobanoff, and without doubt as long as Lamsdorf and Witte hold their respective positions, Witte's policy of veiled action, steady and slow, but sure will characterize Russia's policy in Manchuria. The fact that Russia has no Ministerial Cabinet, and no Secretary of State, is responsible for this recent blunder in diplomacy, if indeed such a childish error could be dignified by that name."

"But, regardless of what the policy of Mr. Witte or the policy of Count Mouraviev has accomplished in itself, together they have gained Manchuria for Russia. I do not think that the question of Russia's evacuation of Manchuria is worth discussing. It will never come to pass. What the Chinese Government may do in the matter is not of the slightest consequence. Frankly, that is the kernel of the whole trouble. The condition of affairs in China is such that it is becoming more and more evident that we have but entered upon a long chain of momentous events in the Far East. Prince Ching will soon be called to his fathers, and it is very probable that the progressive Chang Chi Tung will be called upon to take his place, but the change will have no specific result. Under the present form of Government in China no individual can effect anything like a reformation. And, besides, I am not so sure that China is really axious to save Manchuria from Russia. There is reason to believe that Li Hung Chang foresaw something of what has occurred since his death, and that he was of the opinion that it was wiser to let Manchuria go and draw the Chinese Empire proper closer together. Would the Manchurian dynasty lose prestige from the fact that Manchuria is the land of their origin? No. The Manchu Government of China long since ceased to be Manchu, and became Chinese. Manchuria has been a never-ending source of trouble to China since Chinese history began, and I think there are many influential minds in Peking that think China would be loser of but little were Manchuria to go into Russian hands."

"As to a combined protest against Russia's action on the part of Great Britain, Japan, and America—the only nations, by the way, who would be likely to protest in any circumstances—such a course may be taken. If it is taken it will result in promises by Russia of an open door. As far as Great Britain is concerned, it will not make the slightest difference to her commercially whether Manchuria belongs to China or Russia if the open door can be maintained. The United States Government view the matter in much the same light. As for Japan, she is hardly in a position to make strenuous objection in the present

circumstances. Her merchants are doing a flourishing business under their own names in various parts of Manchuria, and are increasing in number, while not far away, in another province of China which is of much more importance to Japan, thirty thousand or more Japanese settlers are hard at work. Japanese public opinion is an unknown quantity. It plunged Japan into war with China, or rather with Li Hung Chang, for it was against his arrogance that the war was aimed. Yet even the wisest heads in Japan thought that a few battles in Korea would bring Li to his senses and see him suing for peace. When he proved obdurate, however, and operations were extended, the strength and depth of Japanese public opinion were shown to be considerable."

"Overt acts on the part of Russia might at any time cause public opinion in Japan to drive the Japanese Government to action; but Mouraviev is dead, and the day of overt acts on the part of Russia is gone. Witte believes in action of such character as to arouse no hostile criticisms, to cause no outbursts of public opinion which might put a stumbling-block in his path."

"Far more important is this fact—Russia cannot develop Manchuria alone. While it is true that Russia prefers to get Manchuria in hand on her own way, and without undue publicity as to her methods, the day will come when it will be to the interest of no one so much as Russia to throw open the door of Manchuria. Mr. Witte, the man who believes that railroads can accomplish more than armies, knows the value of foreign capital and foreign enterprise, and I believe that it is as much part of his policy to open Manchuria to foreign trade one day as it was to gain Manchuria for Russia half a score of years ago. There is but one course for the Powers to pursue. They must accept the word of Russia that the open door in Manchuria will be maintained, and patiently await the issue."

## THE S.S. "SIBERIA" IN DOCK.

The following interesting cutting is taken from a San Francisco journal of the 21st ult.:—When the new dry-dock at Hunters Point went into commission in the early part of this year there was added to the equipment of the port a factor which will play an important part in San Francisco's ability to care for her increased commerce which is being handled with ships of ever increasing dimensions. The value of the dock was demonstrated yesterday by the ease with which the Pacific Mail Company's big twin screw *Siberia* was accommodated in the huge basin.

Under the direction of Superintendent John Heaton, the liner was on Tuesday evening adjusted carefully and exactly in the centre of the big dock. The gate was closed, the water pumped out and yesterday morning the largest steamship on the Pacific was high and dry and in the hands of an army of scraper armed mechanics, who with industrial effort prepared the liner's outside shell for another army of painting men.

Alongside the Pacific Mail dock or steaming past the shipping in the harbour the *Siberia* looks something of the giant she is, but it takes a view in the dry-dock, where every inch of her hull from keel to rail can be seen, to get the full impression of her enormous size. From the bottom of the dock, facing the vessel's stern and looking up at the enormous twin screws, she suggests something in which the adventurous creations of Jules Verne might have taken rides through space and gives a somewhat startling idea of what is meant by a displacement of 18,600 tons.

A large number of prominent shipping men visited Hunters Point during the day to the *Siberia*, but more specially to inspect the basin, which she does not nearly fill. The dock, which is one of the largest and finest in the world, was planned and built by Howard Holmes. It has responded to the test of use in every way with satisfaction and the best tribute to the manner in which Holmes carried out his trust is the fact that this huge piece of engineering was completed and is working perfectly without the expenditure of a cent above the estimates of the original specifications.

The *Siberia* is 572 feet long. The length of the dock is 730 feet, so there is room for a fair sized vessel on the dock at the same time as the big liner. There are bigger steamships coming to this coast, but the builders of the new dock looked well ahead, and so far as present indications go have room to accommodate anything likely to be built during a generation or two. The *Albatross*, one of Hill's new giants, and the biggest thing marine architecture is likely to attempt for some time, is 630 feet long, or 120 feet shorter than San Francisco's new dry-dock.

There is little fear of the most daring ship-builder turning out anything too big for this dock. The dimensions of the basin are: Length over all, 730 feet; length on bottom, 730 feet; width over all, 120 feet; width at bottom, 74 feet; depth of sill, 30 feet.

The *Siberia* came off the dock on the 21st ult. and on the 26th sailed for the Orient, arriving in Hongkong last Sunday.

It seems that some of our visitors from the States have a distinct liking for some of the pretty embroidery and silk which they see at Canton, and judging by the accounts in San Francisco journals they frequently come to grief at the hands of the customs officials. The other day three ladies who had been "doing" the Orient arrived on the Pacific coast with eighteen embroidered linen doilies, two silk table covers, silk crepe, a brass bowl and figure, one carved ivory figure, a silk embroidered panel, a bolt of just cloth, a cloisonne vase and other pretty things from India and Japan concealed in the lining of dresses packed away in trunks. One of them was fined \$200 and another \$75, being, in each case, three times the value of the property.

ASK for ASAHI JAPANESE BEER—G. Girault.

## CABLE NEWS.

(Via Australia.)

COLLISION AT SEA.

TWENTY EMIGRANTS DROWNED.

London, June 21th.

Of 34 emigrants by the steamer *Huddersfield*, bound from the Continent for Grimsby, 20 were drowned, owing to a collision with the Norwegian steamer *Uta* near Antwerp in a fog.

ENGLAND AND AMERICA.

WAR WORSE THAN A CRIME.

Speaking last night at a banquet given by the New York Society of Pilgrims in honour of Sir Michael Herbert (the British Ambassador to the United States), Mr. Elihu Root (United States Secretary for War) declared that England was America's true friend. "War between England and America would," Mr. Root asserted, "be not only a crime, but would argue incapacity in the governing powers worse than a crime." Mr. J. Hay, United States Secretary of State, wrote, praising Sir Michael Herbert as an Ambassador who stands solidly for peace.

ANTARCTIC RESEARCH.

AN INDIGNANT PROTEST.

Sir Clements Markham, president of the Royal Geographical Society, indignantly protests the statement relative to the society made in the Commons last night by the Prime Minister. He asserts that the society originally and repeatedly indicated the necessity for a relief ship.

It had been announced that Mr. A. J. Halford had stated in the Commons that the Government was prepared to contribute to the relief of the Antarctic exploring vessel *Discovery*, through the confidence of the Government in the two societies—the Royal Geographical Society and the Royal Society—promoting the expedition had been rudely shaken.

PIERPONT MORGAN FORGERIES.

ARREST OF AN ART DEALER.

Count Bosdari, a dealer in art gems, formerly of London, has been arrested at Alexandria charged, in company with others, with frauds and forgeries of bills of exchange on Mr. J. Pierpont Morgan and others.

Count Bosdari was well known in London, his residence being at Hay-hill, Berkeley-square, London. He was recently adjudged a bankrupt, the petitioning creditor being Sir Alfred Hickman, M.P., who proved for £11,500 in respect of moneys advanced by him on a bill of exchange, stated to have been drawn by the debtor, and which purported to have been accepted by Mr. Pierpont Morgan, but the signature of the latter was alleged to be a forgery.

TELEGRAPHIC CONFERENCE.

THE OFFICIAL OPENING.

The Postmaster-General (Mr. Austen Chamberlain) yesterday opened the International Telegraphic Conference, among those present being the Australian representatives, Mr. H. Copeland (Agent-General for New South Wales) and Mr. W. P. Reeves (Agent-General for New Zealand). Mr. J. C. Lamb, Second Secretary to the Post Office, presided, upon Mr. Chamberlain retiring to attend to his Parliamentary duties. It is expected that the sittings will last throughout June.

GERMAN OFFICER DISHONOURED.

FOR "DOING HIS DUTY."

A German naval ensign named Hussener has been sentenced at Kiel to four years' imprisonment and dismissal from the navy for, at Essen on Easter Sunday, killing an artilleryman named Hartmann, who, according to his version of the affair, being a former schoolmate, "attempted gross familiarity by trying to shake hands with him after being arrested for an informal salute."

Later.

The German naval officer Hussener has appealed against the sentence.

TRAGEDY AT A WEDDING.

FOUR LADIES BURNED TO DEATH.

While a wedding party was in progress last night in a house in the town of Arras, near Douai, in France, a fire occurred in the ballroom. The house was full of guests at the time and terrible scenes took place. Four ladies were burnt to death, and 20 others were fearfully injured.

DEPOSITION OF A PRINCE.

BY THE INDIAN GOVERNMENT.

Lord Hardwicke, Parliamentary Under-Secretary to the War Office, stated yesterday in the House of Lords that the Maharajah of Panna, a small central Indian State in the Bundelkhand Agency, had been deposed by the Indian Government. A judicial investigation proved that the prince in question had been implicated in the poisoning of his uncle, who was opposed to his marriage.

AMERICAN LABOUR TROUBLES.

ANOTHER STRIKE THREATENED.

The textile manufacturers in Philadelphia have refused a request made by the workers for a 55 hours' week. It is expected, in consequence, that 100,000 men will go out on strike in "the Quaker city" on Monday next.

HALF A MILLION OF MONEY.

AN IRISH ESTATE IN CHANCERY.

The widow of General Robert Dudley Blake, who recently died intestate and childless, left property valued at £500,000, which is now in Chancery. The late Mr. Blake was the daughter of an Irish village schoolmaster. General Blake had her educated and then married her under romantic circumstances. Miss Brennan and James Doyle, children of Miss Blake's cousin, are claimants to the estate.

ROYAL VISIT TO INDIA.

ARRANGING THE PRELIMINARIES.

London, 28th May.—It has been arranged that the Prince and Princess of Wales will sail for India some time next September on board the new first-class cruiser *King Alfred*.

ASK for ASAHI JAPANESE BEER—G. Girault.

## THE CRISIS IN YUNNAN.

Reports from Shanghai continue to corroborate the news published in the *Hongkong Telegraph* nearly a month ago.

The local mandarins have received news from Yunnan to the effect that insurgents detached from the Lingnan main-rebel army after capturing Shihpingchow, marched upon and also took the cities of Amichou and Ningchou, and are now apparently preparing to march eastward to the Kwangsi frontier. It is also stated that though Lingnan city has been retaken by the Imperialist the insurgents hold the whole region, where the copper mines are situated and are working them in conjunction with the miners, the idea being to coin the output into copper cash to be used as funds for the rebel army. The majority of the insurgents are armed with modern weapons and their numbers are greatly superior to the Imperialist forces; it is quite possible, says the *N. C. D. News*, Lingnan will have to be evacuated and left to the mercy of the insurgents.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer	100/10
" Bank Bills, on demand	100/10
" Credits, 4 months' sight	100/10
" Debits, 4 months' sight	100/10
ON BERLIN, (demand)	M. 71 1/2
ON PARIS, Bank Bills, on demand	211
" Credits, 4 months' sight	214 1/2
ON NEW YORK, Bank Bills, on demand	41 1/2
" Credits, 30 days' sight	41 1/2
ON BOMBAY, Telegraphic Transfer	125 1/2
" On demand	125 1/2
ON SHANGHAI, Telegraphic Transfer	71 1/2
" Private, 30 days' sight	nom.
ON YOKOHAMA, T.T.	81 1/2
Sovereigns, Bank's Buying Rate	\$11.90
Gold Leaf 100 touch, per tole	61.60
Bar Silver	24 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—	Per chest
MALWA NEW	No sales
" LAST YEAR	1,010/1,040
" OLDEST	1,100/1,130
PATNA NEW	1,055
" OLD	1,060
BHARAT NEW	1,060
" OLD	1,071
PRASIAN (PAPER)	780

## To-day's Advertisements.

WANTED.

A CHINESE INTERPRETER for the CHIEF COURT OF LOWER BURMA. PAY Rs. 250/- per Mensem and Translation Fees.

Applicants must have a thorough knowledge of English, Written and Spoken, and must know the various Chinese Dialects spoken in Rangoon (Cantonese, Hokenese and Manku).

Applications stating Age and Qualifications, and accompanied by Testimonials of Good Character, will be received by the Undersigned up to the 10th July, 1903.

F. H. MAY, Colonial Secretary.

Hongkong, 23rd June, 1903. [739e]

## THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE DISTILLERS COMPANY, LIMITED, of 8-12, Torphichen Street, Edinburgh, Scotland, Distillers, have on the 5th day of May, 1903, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:—

*King George IV*  
Liquor Whisky  
The Distillers Company Ltd  
Edinburgh

in the Name of THE DISTILLERS COMPANY, LIMITED, who claim to be the Proprietors thereof. The Trade Mark has been used by the Applicants in respect of the following Goods, WHISKY IN CLASS 43.

Dated the 23rd day of June, 1903.  
DENNIS & ROWLEY,  
Solicitors for the Applicants  
Hongkong, 23rd June, 1903. [740e]

FOR KOBE, NAGASAKI AND VLADIVOSTOCK.

Calling at GLNSN.

THE Steamship

"SAVOIA."

Captain Deinat, will be despatched for the above Ports on MONDAY, the 6th July, at Noon.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 23rd June, 1903. [742e]

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONS'GNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship

"KISH."

Captain E. Robertson, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bill of Lading for Counter-signature, and to take immediate delivery of their goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All broken, chafed and damaged goods must be left on board and notice given to the undersigned, when they will be landed into Kowloon Godowns and a date appointed for examination.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES &amp; CO., General Agents.

Hongkong, 23rd June, 1903. [743e]

ASK for ASAHI JAPANESE BEER—G. Girault.

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## To-day's Advertisements.

NOTICE TO CREDITORS.

IN THE SUPREME COURT OF HONGKONG.  
PROBATE DIVISION.

IN THE GOODS OF WILLIAM PITCAIRN GALT, deceased.

TAKE NOTICE that the time for Creditors to send in their Claims against the above Estate has been limited to the 20th July, 1903, by Order dated the 20th June, 1903.

All Creditors are required to send in their Claim on or before the above Date to DEACON & HASTINGS, Hongkong, 10, Queen's Road Central, Solicitors for the Administrator.

737e.

FOR MANILA (DIRECT).

THE American Steamship

"LEGASPI."

Captain D. Yribay, will be despatched for the above Port on FRIDAY, the 26th instant, at 12 o'clock Noon.

The Attention of Passengers is directed to the Superior Accommodation offered by this steamer, which is fitted throughout with Electric Light, Saloon Amidships. Perfect Cuisine. Surge on board.

For Freight or Passage, apply to BARRETTO &amp; CO., Agents.

Hongkong, 23rd June, 1903. [738e]

FOR SINGAPORE AND CALCUTTA.

THE Steamship

"ARAGONIA."

Captain Forst, will be despatched for the above Ports







# THE SHARE MARKET

PAID UP LAST DIVIDEND

COMPANIES.		VALUE.	QUOTATIONS.	
<b>BANKS.</b>				
Hongkong and Shanghai Banking Corporation.....	\$	125	Div. of 11.10/- and bonus of 10/- @ 1/2 = \$25.26 for half-year ending 31/12/1902.	\$680 b.
National Bank of China, Ltd., Do. Founders.....	£	8	3/12 = \$1.94 for 1902. None.	\$274 b. \$10.
<b>MARINE INSURANCES.</b>				
Union In. Society of C'lon, Ltd., China Traders' In. Co., Ltd., North China In. Co., Ltd., Yangtze In. Association, Ltd., Canton In. Office, Ltd. ....	\$	100 25 25 60 50	60 per cent = \$30 per share for 1901. 16 1/2 = \$1 for year ended 30/4 1902. Interim of £1 for 1902. 20 = \$12 for 1901. 28 = \$14 per share for 1901.	\$500 b. \$60. Tls. 220 \$130 \$160
<b>FIRE INSURANCES.</b>				
Hongkong Fire In. Co., Ltd., China Fire In. Co., Ltd. ....	\$	50 20	\$24 per share for 1901. \$5 per share for 1901.	\$130 b. \$34 b.
<b>SHIPPING.</b>				
Hongkong, Canton, & Macao S. S. Co., Ltd. ....	\$	15	\$14 for half-year ending 31/12 1902.	\$374 b.
Indo-China S. S. N. Co., Ltd., China & Manila S. S. Co., Ltd., Douglas S. S. Co., Ltd. ....	£	10 10 50	Fin. of 10/- making £1 for 1901. 10% for 1902. Div. of \$3 for year ended 30/6 1902.	\$107 \$26 \$44 b.
"Star" Ferry Co., Ltd. ....	\$	10	\$1.20 = 12% for year ending 30/6 1902.	\$36 b.
"Shell" Transport & Trading Co., Ltd. ....	£	1	60 cts. = 30/4 0/3.	\$164 b.
Shanghai, Tug Boat Co., Ltd., "Taku" Tug & Lighter Co., Ltd., Shanghai Cargo B. Co., Ltd., Co-operative Cargo B. Co., Ltd. ....	Tls. Tls. Tls. Tls.	100 50 100 100	3rd Interim of 6d. for 1902. Final of 7 1/2 making 20 % for 1902. Final of 5 1/2 making 7 % for the year. Final of 7 1/2 making 13 % for 1902. Final of 7 1/2 making 13 % for 1902.	Tls. 5. Tls. 340 b. Tls. 48 s. Tls. 170 b.

REFINERIES			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$106
Litton Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	Fr. 50	Fin. of 7 % for year ending 30.02	Tls. 70
MINING			
Panjom Mining Co., Ltd.	\$ 11	None	\$24 b
Panjom Mining Preference Shares	\$ 1	None	25 cts. b
Société Française des Charbonnages du Tonkin	Fr. 250	Int. of Frs. 30 per share for 1902	\$600
Jelebu Mining & Trading Co., Ltd.	\$ 5	No. 9 of 5 % for 1-year end. 31.7.94	\$14 s.
Raub Australian Gold Mining Co., Ltd.	£ 18.10	No. 12 of 1/- per share 28.10.01	\$84 b.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 7 s.
LOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	10 % & bonus 2 % for 1-year 31.12.02.	\$214 b.

Hongkong & Kowloon Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 7. / acct. 1902 1903	Tls. 105 s.
New Amoy Dock Co., Ltd.	\$ 50	Final of \$24 making \$24 for 1902	\$90
Shanghai & Hongkew Wharf & Godown Co., Ltd.	\$ 61	\$24 for 1901	\$40 b.
	Tls. 100	Final of Tls. 12 making Tls. 18 for 1902	Tls. 290 s.
<b>LANDS, HOTELS &amp; BUILDINGS.</b>			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 X = 80 cents per share for 1902	19 1/2
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Final of \$6 making \$12 for 1902	\$165 b.
K'oon Land & Building Co., Ltd.	\$ 50	\$2.30 per share for 1902	\$374 b.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3.10 for 1902	\$51 b.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for and 1-year making \$12 for 1902	\$151 b.
Oriental Hotel Co., Ltd. (Manila)	\$ 50	\$2 = \$4 for 1-year ending 31.12.1902	\$35 b.
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	15 % for half-year ending 31.12.01	\$31 s.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 153 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$124 b.
Shai Land Investment Co., Ltd.	Tls. 50	Final of 6 % making 12 % for 1902	Tls. 109 s.
<b>COTTON MILLS.</b>			
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$ 10	Interim of 40 cents per share	\$16 s.
Ewa Cotton Spinning & Weaving Co., Ltd.	Tls. 100	3 % for period ended 31.10.07	Tls. 38 s.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3 % on account of 1898	Tls. 40 s.

tion Spinn-  
Co., Ltd., ... Rs. 100 Interim div. of 4 % on acct. of

Soy Cheer Cotton Spinning Co., Ltd.	Tls. 500	4 % for period ended 31.12.00.	Tls. 300
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$500 sa.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	{Final of Tls. 2.60 making Tls. 4.60 for year ending 31.10.02}	Tls. 52 sa.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 % = \$1.20 per share for 1902	\$25
China-Borneo Co., Ltd.	\$ 12	First year	\$10
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$140 sa.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$71 s.
Hongkong Electric Co., Ltd.	\$ 10	80 cents for year ending 30.4.1902	\$78 b.
Hongkong Electric Co., Ltd.	\$ 5	40 cents for year ending 30.4.1902	\$71 b.
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacture Co., Ltd.	\$ 50	\$10 for 1902	\$135
Geo. Fenwick & Co., Ltd.	\$ 35	15 per cent = \$5.25 for 1902	\$40 s.
Hongkong Ice Co., Ltd.	\$ 25	Final of \$12, making \$16 for 1902.	\$240
Hongkong High-Level Tram			

.....	\$ 100	\$18 for year ending 31.11.1902
d.....	\$ 6	75 cents* for year ending 31.7.1903

Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent. = \$2½ for 1901	\$40 s.
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2½ for 1901	\$40 s.
Bell's Asbestos			\$5 b.
Agency, Ltd.	Gr. 12.6		\$5 b.
United Asbestos			\$9½ b.
Agency, Ltd.	\$ 4	80 cents for year ending 31.5.02	\$15 s.
Do.	\$ 4	\$19.80 for year end. 31.5.02 acct. 1903	\$15 s.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 ½%	\$13 b.
China Light & Power Co., Ltd.	\$ 20	None	\$16 b. *
Robinson Piano Co., Ltd.	\$ 50	5 ½% = \$2½ for half-year 1901	\$50
Manila Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 50	Final of 50 cents for half-year 30.6.02	\$10 s.
Maatschappij tot Mijn-, Bosch- en Landbouw exploitatie in Langkat, Limited	Guilders 100	3rd Interim Dividend of Tls. 7½ and bonus of Tls. 2½ per share paid 15.6.1903.	Tls. 285 sa.

Address—"Rialto." BENJAMIN,  
 No. 448 P. O. Box No. 555 St.

BRITISH WARSHIPS ON THE CHINA STATION.					
(22nd June.)					
*Alacrity ...	despatch	Shanghai	Mutine	sloop	Yangtze
*Albion ...	battleship	Yokohama	Ocean	h battleship	Weihaiwei
Algerine	sloop	Yangtze	Otter	destroyer	Weihaiwei
Amphitrite	cruiser	Weihaiwei	Phœnix	sloop	Lobau
Argonaut	cruiser	Weihaiwei	Ramblin	survey	Yangtze
Blenheim	cruiser	We haiwei	Rinaldo	sloop	en tra. Hongkong
Bramble	gunboat	Weihaiwei	Rolun	river g-b	Hongkong
Carlismart	gunboat	Weihaiwei	Rosario	sloop	Yangtze
Cassidy	cruiser	Weihaiwei	Sandpiper	river g-b	Wear River
Cerberus	ug & water	Hongkong	Sandpiper	river g-b	Yangtze
Chelub	cruiser	Weihaiwei	Spariate	cruiser	en route Home
Espegle	sloop	H ngkong	Taku	destroyer	Hongkong
Europa	cruiser	en route Home	Talbot	cruiser	Weihaiwei
Fame	destroyer	In reserve	Tamar	receiving	Hongkong
Fearless	cruiser	Japan	Teal	river g-b	Yangtze
*Glory	battleship	Weihaiwei	Thet's	cruiser	Yangtze
Goliath	battleship	en rie. Hongkong	Tweed	coast g-b	Yangtze
Handy	destroyer	Weihaiwei	Vestal	sloop	Yangtze
Hart	destroyer	Hongkong	Waterwitch	suivey	Weihaiwei
Humber	store	Weihaiwei	Whiting	destroyer	Hongkong
Janus	destroyer	Weihaiwei	Woodcock	river g-b	Yangtze
Kinsla	river g-b	Yangtze	Woodlark	river g-b	Yangtze
Moorea	river g-b	Canton			



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